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Ichabod Goodwin

(1794-1882)

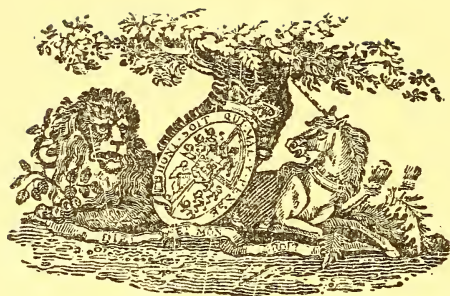
Sea Captain, Merchant, Financier

Railroad President

Civil War Governor of New Hampshire

CHARLES PENROSE





"Were American Newcomen to do naught else, our work is well done if we succeed in sharing with America a strengthened inspiration to continue the struggle towards a nobler Civilization—through wider knowledge and understanding of the hopes, ambitions, and deeds of leaders in the past who have upheld Civilization's material progress. As we look backward, let us look forward."

—CHARLES PENROSE

*Senior Vice-President for North America
The Newcomen Society of England*



This statement, crystallizing a broad purpose of the society, was first read at the Newcomen Meeting at New York World's Fair on August 5, 1939, when American Newcomen were guests of The British Government

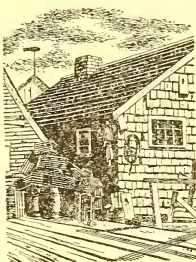
"Actorum Memores simul affectamus Agenda"

ICHABOD GOODWIN

(1794-1882)

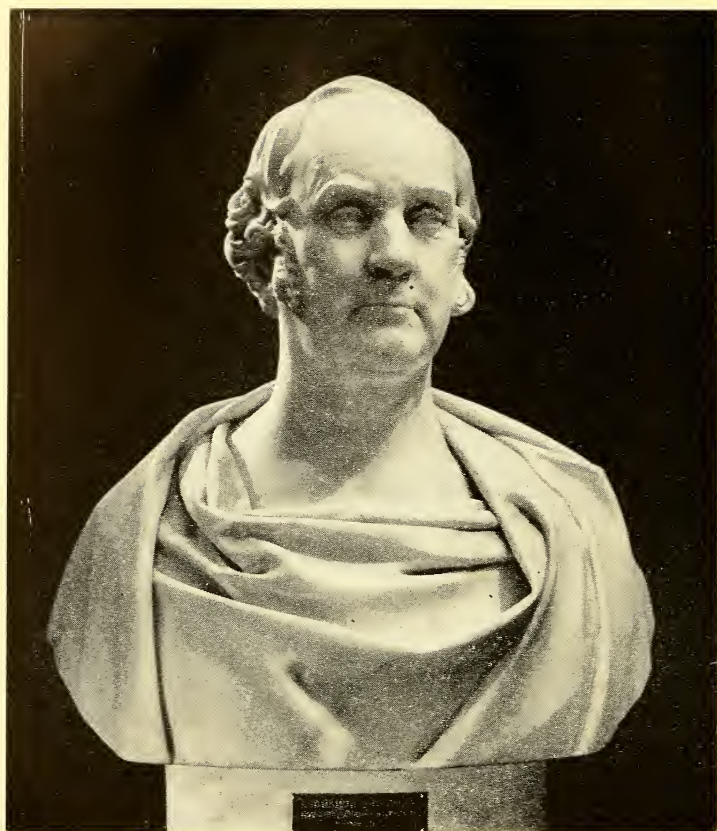
*Sea Captain, Merchant, Financier
Civil War Governor of New Hampshire*

An Address at Kittery Point



AMERICAN NEWCOMEN, *through the years, has paused to honor the memories of pioneer leaders in many fields, both in the United States of America and in Canada. Our present opportunity, in his native Maine, is to pay tribute to the life and work of a distinguished New Englander, whose extraordinarily diversified contributions during a long lifetime enriched his community, his State, and his Nation!*





ICHABOD GOODWIN
(1794-1882)



*His marble bust is preserved in
the Portsmouth Public Library, at
Portsmouth, New Hampshire, U.S.A.*



Ichabod Goodwin

(1794-1882)

Sea Captain, Merchant, Financier

Railroad President

Civil War Governor of New Hampshire

CHARLES PENROSE

LL.D., D.ENG., LITT.D., L.H.D., F.R.S.A.

MEMBER OF THE NEWCOMEN SOCIETY

RETIRED

VICE-PRESIDENT

DAY & ZIMMERMANN, INC.

PHILADELPHIA AND NEW YORK



THE NEWCOMEN SOCIETY IN NORTH AMERICA
NEW YORK SAN FRANCISCO MONTREAL

1956

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CHARLES PENROSE



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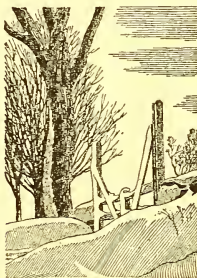
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*The Newcomen Society, as a body,
is not responsible for opinions
expressed in the following pages*



First Printing: August 1956

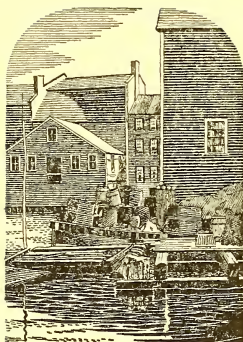


*This Newcomen Address, dealing with the life
and times of Ichabod Goodwin (1794-1882),
was delivered at the "1956 Kittery Colonial
Tea," held at Kittery Point, Maine, U.S.A.,
when Dr. Penrose was the speaker, on
August 24, 1956*



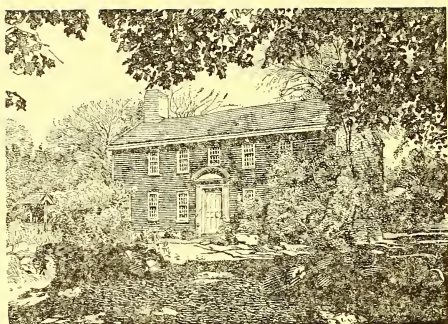
SET UP, PRINTED AND BOUND IN THE UNITED STATES
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NORTHERN NEW ENGLAND, *with its pine forests, its ponds and mirrored lakes, its tang of the Sea—this rockbound coast, “where green of meadow melts in ocean’s blue,” has within itself a heritage that is an example to all America!*

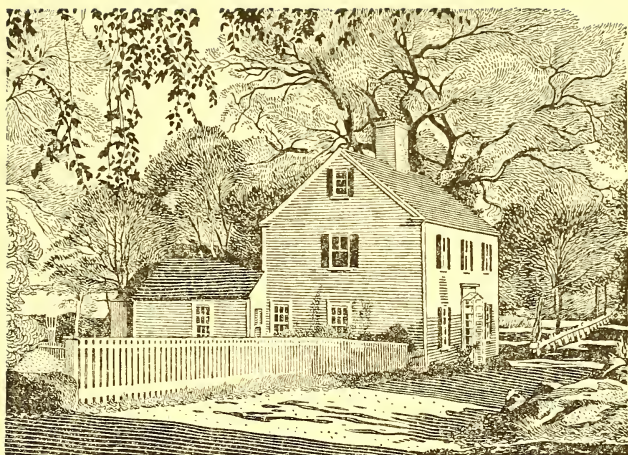




NEW ENGLAND *has furnished the Nation with numberless examples of leadership: men who saw opportunities, men who devoted their lives to constructive pursuits, men who built up America! Ichabod*

Goodwin's life was of such pattern!





My fellow members of Newcomen:

To you, with homes *blessed* because you live where Maine is southernmost or in an adjacent coastwise New Hampshire; *to you*, for whom throughout the year are vouchsafed joys of sand and sun and sea and tide; *to you*, whose far horizons of a broad Atlantic once saw stirring events in America's earliest history—yes, *to you indeed* are spread before your very eyes the treasures of a priceless heritage of courageous pioneers—here in Northern New England. These things are yours!



Few others of us Americans benefit through greater potential sources of quiet happiness and the enduring satisfactions of life. These things, too, can be yours, because Fair Fortune smiles upon each one of you!



Fair Fortune smiled likewise upon a *Maine-born* New Englander destined to exert wide leadership in his *neighboring New Hampshire*. It is his life, especially during the 1840's and 1850's and 1860's, which we shall undertake to examine with becoming brevity this August afternoon, here at Kittery Point.

Our New Englander was born on a farm in North Berwick just 162 years ago, namely in the Year of Grace 1794. When I first was privileged to come to know Portsmouth, in June of 1896, his memory still was green. But today little is heard of his colorful career.



Some of you may know something of the famous Civil War Governor of New Hampshire, Ichabod Goodwin, Sea Captain, Merchant, Financier, Railroad President, and Manufacturer. There were other facets of the extraordinary energy and accomplishment which marked his 87 years of life and tireless effort.



However, *Mr. Chairman*, it may be appropriate for us to consider not only the man himself but also the surroundings of his times, the events or happenings in his beloved Portsmouth, as well as the thinking during the period of his more active years. We may conjecture that these factors had their influence in moulding his life and the fineness and generosity of his character. We shall see how his was an ever-present impulse to serve his fellow man—and his Nation.



Ichabod Goodwin's life appears to be punctuated by the dramatic.

What other lad of 18 had more stirring environment than the War of 1812 brought to the Port of Portsmouth—with British men-of-war off the Isles of Shoals and a naval attack awaited any moment along coastwise New Hampshire?

Undoubtedly, young Ichabod understood the full import of Daniel Webster's impassioned appeal to the inhabitants of Portsmouth that they arm to resist invaders and that they rebuild the old fort at New Castle, at the mouth of the Piscataqua. They did both. The sound of cannon speaks in a universal language to every lad of eighteen years of age.

There was the right kind of stuff in the youngster and it showed throughout his life.

Was he not a direct descendant of Daniel Goodwin of Kittery, who signed the submission of 1652, who was one of the founders of the Church at South Berwick in 1702, and was a large landed proprietor and pioneer settler! Goodwin blood flowed in young veins, as the lad heard cannon offshore in the War of 1812.

Moreover, his Mother was a Gerrish, after whose family Gerrish Island was named. Years later, Ichabod Goodwin's summer home where his daughter often visited with her husband Admiral George Dewey of Manila Bay, was situated upon Gerrish Island. We can see these places from where we now meet.



However, we are getting ahead of our story.

As short years went by, Ichabod Goodwin fell under the spell of the Sea. How otherwise could it be when we remember that out from the Port of Piscataqua into deep, ever-changing waters of the North Atlantic went a veritable armada of white-sailed merchantmen: ships, barks, brigs, schooners, and sloops. During the early half of the 19th Century these vessels followed sea lanes to London and the outports of England, or to the West Indies, or coastwise to ports along the Atlantic Seaboard of America, or, on occasions, to the Far East.

And then there were also the whalers and their voyages into oceans of the Seven Seas.



The lure of the Great Deep beckoned young Ichabod Goodwin. We find him at the age of 14 in the counting room of Samuel Lord, a prominent ship owner and importer. In 1817, at age of 23, Lord sent him as supercargo on various voyages out of Portsmouth, first aboard the Ship *Elizabeth Wilson*. Here he learned navigation. Not long after, he became Master of a large ship in the same fleet. In the *Portsmouth Directory* for 1827 we find him listed as "Ship Master."

He had arrived at a cherished destiny: the life of a Sea Captain! The lure of the Sea had engulfed him. He had a part interest in the vessels he commanded. Wealth was coming to him. Fair Fortune smiled.



Ichabod Goodwin followed the sea until 1832, when, after 12 years of command and at the age of 38, he retired and entered mercantile pursuits ashore, never again to go to sea.

The multiplicity of his business associations ashore was amazing. People said locally that he was identified with nearly every prominent enterprise in the town of Portsmouth. His leadership was being recognized. He was to assume a commanding position in *New Hampshire*.



About the time he relinquished a Captain's cabin afloat, there was organized at Portsmouth, in June 1832, the Portsmouth Whaling Company. Seven years later, in 1839, Ichabod Goodwin is shown as President of the Company, whose capitalization then was \$100,000, a tidy sum for the era. Apparently the venture had survived the Financial Panic of 1837.

It is not disclosed what "sperm" the whaling company brought back to waters of the Piscataqua, nor whether competition by Nantucket, New Bedford, Stonington, New London, and the rest—in those roaring 1830's and 1840's in whaling history—served to dampen Portsmouth's ardor. However, the local enterprise indicated Goodwin's adventurous initiative, as in so many other instances.



As we look back upon his life, we find always his interest to promote the well-being of New Hampshire and his adopted Portsmouth: to create economic resources, to provide employment, to encourage security, to upbuild the community.



Out of his many avenues of approach he appears to have centered efforts in *two*: Rail Transportation and Local Manufactures.

Goodwin grew up in a seaport town which owed its founding to the Sea. Ships and shipbuilding and fisheries were its sinews. With inland roads often impassable and fundamentally rough, ocean transportation furnished the principal lines of communication with the rest of the world. In general it was a small world and Boston was its center. New England of necessity boasted a self-economy.



He could have read such an advertisement as this in the local newspapers:

"Portsmouth and Kennebunk Stage:

"Henry Toplin, Driver

"This Stage leaves Portsmouth for York and Kennebunk on Tuesdays, Thursdays, and Saturdays, after the arrival of the Southern mail.

"Returning, it leaves Kennebunk for York and Portsmouth on Mondays, Wednesdays, and Fridays."



Transportation, at best, was slow and tedious. New means were needed.



Meanwhile, Ichabod Goodwin was watching with interest a gradual spread of steam railways along the Atlantic Seaboard. He spoke of railways as constituting "the great improvement of the age."

It was only on July 4th, 1827 that Charles Carroll of Carrollton, sole surviving Signer of the Declaration of Independence, had laid the "cornerstone" at Baltimore of the "Baltimore & Ohio Railroad," America's first. Ichabod Goodwin had attained the age of 33.

Since that date, the extension of railway lines had been significant. In the 1830's, the "Boston & Providence" and the "Boston & Stonington" rail lines had been pushed forward, with steamboat connections upon Long Island Sound for New York City. The tempo of New England was quickening.

A Salem man by the name of David A. Neal was becoming interested in building a rail "chain" from Boston to Portland. A first link was the so-called "Eastern Railroad," incorporated in Massachusetts with a capitalization of \$3,850,000. Neal selected Ichabod Goodwin to serve on his board of directors.



The next link was the "Eastern Railroad in New Hampshire," which Ichabod Goodwin served as President for twenty years. David A. Neal was on his board of directors. William S. Tuckerman was Treasurer of both railroads.



The final link, in 1841, was the "Portland, Saco & Portsmouth Railroad." This corporation Ichabod Goodwin likewise served as President until after 1871; and again David A. Neal of Salem was on his board.



The rail line now was complete, Boston to Portsmouth and on to Portland. Later it became the Eastern Division of the present "Boston & Maine."



All that Ichabod Goodwin had hoped to bring to Portsmouth in what was then the swiftest and most modern form of transportation—ininitely faster than wooden ships with canvas sails or lumbering stage-coaches—had been realized. His vision and his determination once more had been exercised for the benefit of his neighbors and his fellow citizens of New Hampshire.



Our railroad president was not content to stop there, in tireless efforts.



It now is the Year 1850.

Goodwin had turned attention to establishing manufactures.

We find him as President of what was called the "Portsmouth Steam Factory."

Textiles were taking hold in the Merrimack Valley in neighboring Massachusetts. Why not, with equal success, at Portsmouth?

His 6-story factory, employing steam power, contained 21,000 spindles and 450 looms. 2,500,000 yards of Lawn were produced annually. "150 males and 230 females are employed." Portsmouth had come into its own.

All this was in the Year 1850.



We can gain insight into Ichabod Goodwin's initiative in this undertaking when we consider the relatively unimportant part which *steam power* played in the manufacturing plants of the United States at the middle of the 19th Century.



It happens that the national situation *at that date* was touched upon in a recent (May 1956) address at White Sulphur Springs by a distinguished member of American Newcomen, Roger M. Blough, Chairman of the Board, United States Steel Corporation. By Mr. Blough's permission, I quote his comment:

"In 1850, about 13 percent of all work in America was done by the muscle power of human beings. More than half was done by horses, mules and oxen. A hundred years later, the amount of human energy supplied to production in America had dropped to a fraction of one percent. Horses, mules, and oxen became a rarity in production because they just couldn't compete with a man behind a machine. Of all the energy used in American production today, about 99 percent is inanimate. An 1850 worker would require three weeks—at 70 hours per week—to produce as much as the average American worker now produces in a 40-hour week."



You and I may agree that Ichabod Goodwin *in very many things* was ahead of his times!

He had caught the vision of opportunity in the application of *mechanical power* both to transportation and to industrial production.

We turn now to a novel angle in his varied career: his *political life* in New Hampshire.

We find that he served as a member of the New Hampshire Legislature during six sessions, from 1838 to 1856. He was a member of the State's Constitutional Convention in 1850, and again, a quarter century later, in 1876.

However, the most dramatic opportunity of his career came as "Civil War Governor" of the State of New Hampshire, following his election in 1859 and reelection in 1860, extending to June 5th, 1861, covering the outbreak of the rebellion and the raising of the first two regiments of volunteer infantry from the State.

In connection with the latter, we quote from *The Portsmouth Journal* in the issue of July 8th, 1882:

"This was a most trying period in the history of New Hampshire, and nobly and patriotically did the Governor meet the emergency. The people everywhere had confidence in his wisdom and financial skill, and when he issued a call for men and money for the war, they responded promptly. There then being no funds in the treasury at Concord aside from what was required to meet the ordinary expenses of the State, and the crisis demanding that the quota of men called for by President Abraham Lincoln, from New Hampshire, should be raised and made ready for the field without delay, Goodwin personally appealed to the banking institutions and private individuals of New Hampshire for assistance, and they promptly placed at his disposal six hundred and eighty thousand dollars.

"To call an extra session of the Legislature would involve not only delay but expense, and Governor Goodwin, with the advice of his Council, assumed the entire responsibility as Commander-in-Chief of the Militia to act without special legislative authority. The result of his work became, as we all know, a vital part of our State's history. On the assembling of the Legislature in June, Governor Goodwin plainly and concisely stated the position he assumed and the motives which actuated him. The Legislature at once endorsed all his acts by unanimously passing the 'Enabling Act,' relieving the Governor of his heavy responsibility."



We should far exceed the bounds of "becoming brevity" in to-day's analysis of a great New Hampshire leader of a century ago, were we to recite the length and breadth of his extraordinarily ramified activities.

We could amplify, to a point of your gracious exhaustion, his long-time service, often measured by decades, in the *presidencies* of: Portsmouth Bridge Company, Portsmouth Lyceum, Howard Benevolent Society (on whose Standing Committee Mr. Supply Ham of Portsmouth served), The First National Bank of Portsmouth, Piscataqua Savings Bank, and Portsmouth Gas-Light Company. At the time of his death, *at the age of 87*, he still was President of the last four named.



As to his *directorships*, a recital would be no less, and would include: Franklin Foundry, Piscataqua Bank, Portsmouth Athenaeum, Piscataqua Exchange Bank, Portsmouth Mutual Fire Insurance Company, Portsmouth Aqueduct Company, and the Portsmouth Marine Society—incorporated in 1808 “to afford relief to decayed and disabled seamen and their poor widows and orphans.”



So much for a completely inadequate *biographical review* of Ichabod Goodwin’s versatile and many-sided life.



Before we leave him to posterity, let us inquire into *his surroundings*. Let us take a quick glance into what his town of Portsmouth, with its multitude of wharves, its shipyards, its sail lofts, and its mechanics, seamen, tradesmen, and landed gentry, were thinking or experiencing.



A first problem was fuel. In the 1840’s, when Ichabod Goodwin was so active in his mercantile establishment of Goodwin & Coves, some enterprising statistician set down for all time these facts: Portsmouth’s 9,000 population with its 1,500 families burned domestically a total of 7,500 cords of wood. Our statistician hastened to explain that an additional 1,500 cords were consumed “at the distilleries, manufacturies, bakeries, schools, Courts, banks, Churches, and by merchants & mechanics, at their counting rooms, stores & shops.”

Portsmouth's fuel bill, in toto, at an average cost of \$4.75 "delivered home," amounted to \$42,750 a year.



We find Ichabod Goodwin living under terms of the *Portsmouth City Charter* granted in 1849 by the State of New-Hampshire.

Of its "*Regulations*," we cull a small handful:

- "4. To regulate, or prohibit, the exhibitions of common showmen, and of shows of every kind, or the exhibition of any natural or artificial curiosities, caravans, circusses, or theatrical performances.
- "9. To regulate keeping and conveying gunpowder, and other combustible and dangerous materials, and the use of candles and lights in barns and stables.
- "14. To restrain and regulate the running at large of cattle, horses, swine, sheep, goats and geese.
- "17. To prevent the rolling of hoops, playing at ball, of flying kites, or any other amusement or practice, having a tendency to annoy persons passing in the streets, or on the sidewalks, or to frighten teams and horses.
- "21. To regulate and restrain runners for boats and stage coaches, or cars.
- "27. To regulate the passage of railroad trains or engines and the location of engine houses and depots.
- "28. To establish, make and regulate public pumps, wells, and reservoirs, and to prevent the unnecessary waste of water."



Ichabod Goodwin took as commonplace certain routine pursuits or professions which today appear picturesque: "*Cullers of Fish*" (2 men); "*Fence Viewers*"; "*Measurers of Wood*" (17 men); "*Keeper of Powder Magazine*"; "*Cullers of Hoops and Staves*" (2 men); "*Harbor Master*"; "*Surveyors of Lumber*" (14 men); "*Bell Ringers*"; "*Master Joiner*"; "*Sealer of Weights & Measures*"; "*Inspector of Steamboats & Boilers*"; "*Lot Layers*." Even the titles of these various gentlemen provide us with a century-old picture.



Ichabod Goodwin saw the beginnings of *the telegraph*. He undoubtedly embraced the services of "*Bain's Chemical Telegraph*,"

now in operation from Portland, through this city, to Boston. And the best exertions of the Company will be used to forward Messages directed to any point *south or west* of New-York. Our terminus is in the City of New-York. To Portland, Boston, Newburyport or Salem: 20 cts for ten words, and 1 cent for each additional word. Ten words to Providence, 35 cents; each additional word 3 cents. Office hours from 8¼ AM to 9 PM.”



Ichabod Goodwin lived through a Post Office era when it took “40 cents for a letter for California or Oregon, weight not exceeding half an ounce; one ounce 80 cts. A letter for any part of Great Britain, weight not exceeding half an ounce, 24 cents; not over one ounce, 48 cts.”



In common with his Portsmouth neighbors, Ichabod Goodwin's thinking, during the 1840's and the 1850's, was influenced by an extraordinary impetus to America through the building of canals, turnpikes, railroads (as we already have said), and public works. America was on the march!

Progress was a watchword!

The destructive shadow of a fruitless and needless War between the States had not yet spread both terror and desolation. The disastrous Financial Panic of 1873 was yet undreamed. Fair Fortune still was smiling upon America—and surely upon Ichabod Goodwin.



This afternoon, we have profited by a quick glimpse into how this distinguished New Englander, for the benefit of others, took advantage of an unprecedented onward march of America's progress. He did. We should expect him to. And he enjoyed the enduring satisfactions of life.



And so we approach an end to our informal study of a man's career which was an example of upright, able, vigorous living—a

life that ended peacefully in Portsmouth on July 4th, 1882. He died on the *Birthday* of the Nation he always attempted to serve.



As we bid farewell to Ichabod Goodwin, whom we may have come to know better this August day, let us remember him rather *among the surroundings of the Sea*—where *his*, like ours, were the joys of sand and sun and tide, where were spread out before *him*, as before us, the treasures of a priceless legacy of courage, fortitude, initiative, hard work, and abiding Faith—here in Northern New England!



So long as the swift tidal waters of Piscataqua pursue their appointed ebb and flow, defining the confines of Maine and its neighbor New Hampshire—so long will live *the traditions and heritage* of those pioneers of Colonial days who went down to the Sea in ships, who tamed the forests, who tilled the soil, and who strove for the right.

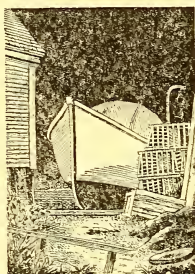


Ichabod Goodwin, native of Maine and leader in New Hampshire, lived up to these proud traditions and to this same heritage of the forebears. Never did *he* lack courage, nor initiative, nor vision. God-given inspiration *to serve his fellow man* had been bestowed upon him!

THE END

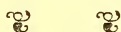


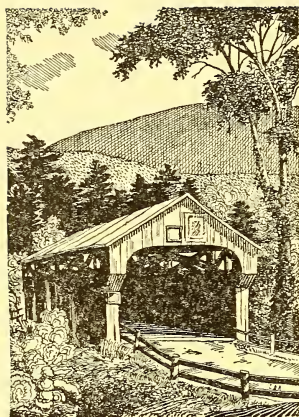
“Actorum Memores simul affectamus Agenda!”





THIS NEWCOMEN ADDRESS, *dealing with the life and times of ICHABOD GOODWIN (1794-1882), was delivered at the "1956 Kittery Colonial Tea," held at Kittery Point, Maine, U.S.A., on August 24, 1956. The speaker was the SENIOR VICE-PRESIDENT FOR NORTH AMERICA, in the Society. The occasion was presided over by EDWARD MONTROSE GRAHAM of Bangor, President, Bangor Hydro-Electric Company; Chairman of the Maine Committee, in The Newcomen Society in North America.*

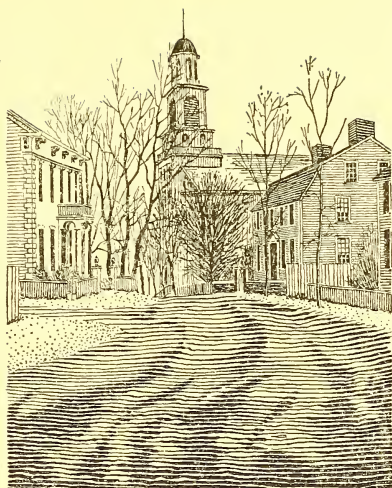




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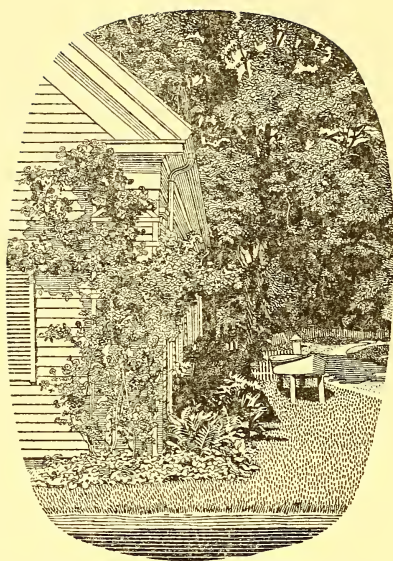
THE AUTHOR *makes grateful acknowledgment to Miss DOROTHY VAUGHAN, Librarian of The Portsmouth Public Library and President of The New Hampshire Library Association. Miss Vaughan, a member of The American Library Association and of New Hampshire Historical Society, has gained national reputation for her work in historical research through original records and contemporary sources. Material she assembled has been used as a partial background to the present Newcomen address.*



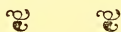


PORTSMOUTH ON THE PISCATAQUA: *New Hampshire's only seaport town, the early Colonial "Strawberry Bank," has long been celebrated for the picturesque beauty of her venerable mansions and their shaded gardens. Much has been written of Portsmouth and her history, but perhaps nothing of greater charm than Thomas Bailey Aldrich's "The Story of A Bad Boy."*





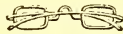
MUCH IS TOLD US *by the advertisements in century-old issues of the PORTSMOUTH DIRECTORY, of which a few pages are reproduced in the following. Ichabod Goodwin's name often appears!*



ADVERTISEMENTS.

ROBERT GRAY,
GOLD AND SILVER-SMITH,
No. 7 Congress Street,

Keeps constantly on hand a general assortment of
GOLD AND SILVER WARE, SPECTACLES,
FANCY ARTICLES, &c.
Jewelry of all kinds neatly repaired.



J. W. FOSTER & SON,

Have constantly for sale at their Bookstore, No. 5
MARKET STREET, Portsmouth, N. H. a general assortment of

SPECTACLES,

Adapted to the various defects of vision, whether arising from age, short-sight, or weakness of the eyes—in the best elastic Gold and Silver Mountings and also in plain Silver and common Steel Bows.

DANIEL KNIGHT & CO.

DEALERS IN

HATS, CAPS, FURS, UMBRELLAS AND
TRUNKS,

No. 30 Market street, PORTSMOUTH, N. H.

BLACK-SMITH BUSINESS.

THE undersigned continues to carry on the BLACK-SMITH BUSINESS in all the various branches, at his old Stand, No. 62, EAST END OF DANIEL STREET, near the Navy Yard landing. He also feels under obligations to his friends for past favors, and solicits a continuance of their patronage in time to come.

His work shall be of the best quality, and at prices as low as can be had in this city.

JOHN KNOWLTON.

WILLIAM H. HACKETT,
ATTORNEY AT LAW,

No. 17 Congress Street, PORTSMOUTH, N. H.

**BRACKETT HUTCHINGS,
DRUGGIST AND APOTHECARY,**

Sign of the Medicine Chest and Mortar,

No. 4 Market Street, Portsmouth, N. H.

KEEPS CONSTANTLY ON HAND A COMPLETE ASSORTMENT OF

MEDICINES, PATENT MEDICINES &

FANCY ARTICLES.

Shaving Soaps, Boxes and Brushes ;
Razors, Strops, Wash Balls ;
Cologne of his own make—a splendid perfume ;
Otto of Rose, in gilt bottles ; Essence of Rose ;
Macassar and Bear's Oil, for the Hair ; Pomatum ;
Gourraud's Depilatory, for removing superfluous hair ;
Liquid Hair Dye, for changing red or grey hair to
black or brown ;
Clothes, Flesh, Shaving, Tooth, Crumb, Hair, Nail
and Shoe Brushes ; Tooth Powder ;
Chlorine Tooth Wash, a very valuable article for bad
teeth and spongy gums ; Hair or Toilet Powder ;
Pink Saucers ; Chi-Chan's compound Tablet of Ala-
baster, for removing Tan and Freckles and beauti-
fying the Complexion ;
Chi-Chan's highly perfumed Velvet Chalk ;
Hutchings's Vegetable Panacea, for Jaundice, Drowsi-
ness, Costiveness, Headache, Faintness, Lowness
of Spirits, &c. &c. and all impurities of the blood ;
Hutchings's Hair Tonic, the best article in use for
the Hair ;—with a great variety of other articles.

Every article warranted of the first quality.

Constant attendance. All favors gratefully accepted.

PHYSICIANS' PRESCRIPTIONS carefully attended to.

MEDICINE CHESTS put up and replenished at short
notice.

All articles will be sold as CHEAP as can be bought
in this town or elsewhere of the same quality.

PISCATAQUA HOUSE,

Market Square,

PORTSMOUTH, N. H.

BY JOSIAH G. HADLEY.

This House being near Market Square, is very con-
venient for men of business visiting Portsmouth.

A good STABLE is connected with the House.

Horses and Carriages to let, as above.

Jacob Wendell is agent for the following:
California Life Insurance Co., London;
Protection [*fire*] Insurance Co., Hartford, Conn.

John M. Lord is agent for the
Ætna [*fire*] Insurance Co., Hartford, Conn.

E. F. Sise & Co. are agents for the
Hartford Fire Insurance Co. Hartford, Conn.

RAILROADS.

EASTERN RAILROAD IN NEW HAMPSHIRE.

Incorporated June, 1836. Capital \$500,000.

Ichabod Goodwin, *President*. Dan'l P. Drown,
Prop. Clerk. William S. Tuckerman, *Treasurer*.
Ichabod Goodwin, Dan'l P. Drown, Portsmouth;
Isaiah Breed, Lynn; Stephen A. Chase, Salem;
Benjamin T. Reed, Boston, *Directors*.

EASTERN RAILROAD.

Incorporated in Massachusetts. Capital \$3,850,000.

David A. Neal, *President*. Wm. S. Tuckerman,
Treasurer. William H. Foster, *Clerk*.
David A. Neal, Salem; Ichabod Goodwin, Ports-
mouth; Isaiah Breed, Lynn; Benjamin T. Reed,
Samuel Hooper, Boston; Sam'l Philbrook, Brook-
line; A. Thorndike, Beverly, *Directors*.

PORTLAND, SACO AND PORTSMOUTH RAILROAD.

Incorporated in Maine, Feb. 1841. Capital \$1,500,000.

Ichabod Goodwin, *President*. James Sweetser,
Treasurer. Charles E. Barrett, *Prop. Clerk*.
Ichabod Goodwin, Portsmouth; David A. Neal,
Salem; John Howe, Brookline; Josiah Calef,
Saco; Charles E. Barrett, Portland; Thos. West,
Haverhill; John D. Lang, N. Berwick, *Directors*.

PORTSMOUTH AND CONCORD RAILROAD.

Incorporated July, 1845. Capital, \$800,000.

Alfred W. Haven, *President*. Andrew B. Vennard, *Treasurer*.

Alfred W. Haven, Alexander Ladd, Josiah G. Hadley, Portsmouth; Joshua W. Peirce, Greenland; Richard H. Ayer, Manchester; Joseph P. Stickney, Arthur Fletcher, Concord, *Directors*.

This Railroad is not yet completed; the cars run to Raymond, 23 miles.

FACTORIES.

PORTSMOUTH STEAM FACTORY.

Capital paid in, \$530,000.

Ichabod Goodwin, *President*. Samuel Batchelder, *Treasurer*. William Stearns, *Agent*. John N. Handy, *Prop. Clerk*.

Ichabod Goodwin, Wm. P. Jones, John Knowlton, Portsmouth; Sam'l Batchelder, John A. Blanchard, Calvin W. Clark, Benj. Goddard, Boston, *Directors*.

This establishment was erected in 1845-6. The present building is 204 feet long by 70 feet wide, six stories high; with two L's each 100 feet by 30, two stories high. It contains 21,250 spindles, 450 looms, and is, at present, employed in manufacturing Lawns from yarns No. 70 and 90. The machinery is driven by a high pressure steam engine of 200 horse-power. 2,500,000 yards Lawn are produced annually, consuming 1200 tons Anthracite coal, and 255,000 lbs. cotton. It employs 150 males and 230 females.

Annual Meeting on the first Tuesday in September.

TELEGRAPH.

Office, Portsmouth & Concord Railroad Depot.

Hartley J. Gisborne, *Superintendent*.

Bain's Chemical Telegraph is now in operation from Portland, through this city, to Boston, and the best exertions of the Company will be used to forward Messages directed to any point south or west of New York, but they will not be responsible for the errors or liabilities of any line but their own, the terminus of which is in the city of New York.

Tariff—From Portsmouth to Portland, Boston, Newburyport or Salem, 20 cts. for ten words, and 1 cent for each additional word.

Ten words, to Providence 35 cts. each additional word 2 cents.

To Norwich, New Haven, &c. 45 cents; to New York 50 cents: each additional word 3 cents.

Office hours from 8 1 4 A. M. to 9 P. M.

PORTSMOUTH BATH COMPANY.

Incorporated in 1804.

Geo. M. Marsh, *Clerk and Treas.* Thomas Moses, *Keeper*.

Geo. G. Brewster, Geo. M. Marsh, N. B. March, *Directors*.

The Bathing House of this company is at No. 43 Hanover street, and in the summer season is open day and evening, for the accommodation of ladies and gentlemen. Ladies will be waited upon by Mrs. Moses.

INSPECTOR OF STEAMBOATS & BOILERS.

Robert Gray, Portsmouth.

Walton House,

No. 328, Pearl-st., (Franklin Square) New-York.



THE Subscriber, having taken and newly furnished the above well known HOUSE, respectfully solicits a share of public patronage.

The situation of the "WALTON HOUSE" is such as to make it a desirable stopping place for persons of business or pleasure, being in one of the greatest business streets in the city; in the immediate vicinity of nearly all the Eastern steamboats, Brooklyn Ferries, and within three minutes walk of the City Hall.

The table will always be supplied with the best the market affords, and no pains shall be spared to give satisfaction to all who may favor him with their patronage. The people of Portsmouth (*his native town*) and vicinity, visiting New-York, will do well to give him a call.

As many have supposed the "Walton Mansion House," No. 326, Pearl-street, (opened in June, 1838) to be the same with the "WALTON HOUSE," the subscriber wishes his friends and the public to bear in mind they have no connexion, and that the "WALTON HOUSE" has been known by that name for upwards of 16 years, and is, in point of respectability, &c. second to none.

ARCH. A. PETERSON.

New-York, 1839.

GEORGE HUNTRESS, JR. BOOK BINDER

AND BLANK BOOK MANUFACTURER,
No 8 Daniel street, Portsmouth. N.H.

PAPER RULED to any pattern. Fancy Binding, in Russia, Calfo or Morocco, and Common Binding, of all descriptions, neatly and faithfully executed.

* * GILT LETTERING done at short notice and in any desired style.

WILLIAM J. LAIGHTON,

DEALER IN

DRY GOODS,*No. 13 Market Street,* PORTSMOUTH, N. H.

Has constantly on hand a full assortment of Dry Goods, at the lowest prices—Broadcloths, Cassimeres, Doeskins, Satinets, Tweeds, Vestings, &c.

DRESS GOODS of every description. Black and Fancy rich Dress Silks.

A complete assortment of Mourning Goods.

SHAWLS—Cashmere, Crape, Silk, &c.

Gloves and Hosiery of all descriptions.

CARPETINGS.

Three-ply, super and superfine all-wool, cotton-and-wool, Canvass, and Straw Carpetings; Stair Carpetings, Woolen Bockings, Rugs, Wool Mats and Linen Stair Coverings.

GREGORY'S**DAGUERREOTYPE ROOM,****No. 33 Congress St. Portsmouth, N. H.***(A few doors east of the Franklin House.)*

Likeness taken at this establishment in the most perfect manner, and in every variety of style—warranted not to fade.

GROCERIES, TEAS, &c.

The subscriber still occupies his old stand,

No. 6 Congress Street,

and, as heretofore, will serve his friends and the public to the best quality of

TEAS, OILS, WEST-INDIA GOODS,
and all needful family stores.

SAMUEL DONNELL.**China, Crockery, Glass, &c.****EDWARD H. SISE,****No. 5 Market Square,**

Offers to the citizens of Portsmouth and vicinity, and to persons visiting the city, the **BEST** assortment of China, Glass and Crockery Ware; German Vases; Britannia Ware and Cutlery; Waiters; Lamps; and Stone and Earthen Ware—at the **LOWEST** prices.

☞ Crockery **LOANED** to Parties at reasonable rates.

CONGRESS BLOCK BOOK STORE.**JAMES F. SHORES, JR.***No. 1 Congress Block—Congress Street,
PORTSMOUTH, N. H.*Dealer in BOOKS, STATIONERY, ACCOUNT
BOOKS, CHARTS, MATHEMATICAL
INSTRUMENTS, FANCY

GOODS,

ROOM PAPERS AND BORDERS,

Paper and Painted Curtains and Curtain Fixtures,

VEGETABLE AND FLOWER SEEDS,

Fruit Trees, Shrubs, Ornamental Trees,

ROSES,

Engravings, Picture Frames, Card Engraving, Toys,

FIRE-BOARD PATTERNS, &c.

J. F. SHORES, JR. has also a valuable Circulating
Library—Terms of Subscription are very low.**A. B. BENNETT, M. D.**

PHYSICIAN AND SURGEON.

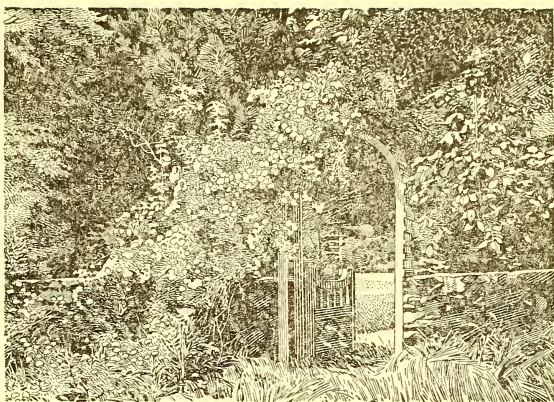
Office, No 5 Congress Hall. Residence No 19 South
Street.**JACOB WENDELL,***No. 82 Market Street,***COMMISSION MERCHANT, AND AGENT**

for the following Offices, viz :

Protection Fire Insurance Co.,*Hartford, Conn. Capital, 300,000,*Paid in and invested according to law, insure against
loss or damage by FIRE on Dwelling Houses, Stores,
Factories, Household Furniture, Goods, Wares, Mer-
chandise, and other descriptions of Property to the
amount of \$10,000 on any one risk, and in some cases
\$15,000—on favorable terms.**MUTUAL BENEFIT LIFE INSURANCE CO.***Newark, N. J.***BRITISH COMMERCIAL LIFE INS. CO.***London.*Also for sale, Harnden & Co.'s SMALL BILLS OF
EXCHANGE.**Oliver Wendell Penhallow,**

NOTARY PUBLIC,

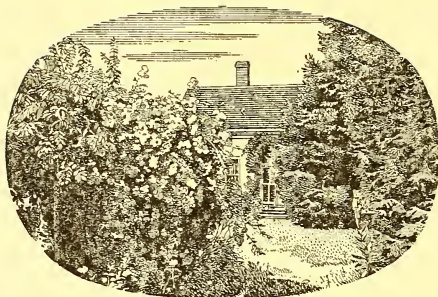
No. 8 Exchange Buildings.



“Ichabod Goodwin’s interest in and support of Education in New Hampshire never flagged. In 1857, Dartmouth College conferred upon him the degree of Master of Arts.”

—CHARLES PENROSE





“Reviewing the progress of railway development in New Hampshire, a cumulative venture which Ichabod Goodwin consistently had supported, he had this to say, on June 1, 1859 at Concord, in his first inaugural address as Governor:

“ ‘About seven hundred miles of Railroad are in operation in this State, affording facilities for travel and commerce, without which it would be impossible for us to maintain our relative position to other States. These roads have a capital, according to their charters, of nearly sixteen millions of dollars, but probably they have cost rising twenty millions. Railroads constitute the great improvement of the age.’ ”

—CHARLES PENROSE





“New Hampshire paid full tribute during his lifetime to their Governor: Ichabod Goodwin.

“The following is quoted from the *Portsmouth Journal* for June 9, 1860, reporting on his second gubernatorial inaugural at Concord:

“Governor Goodwin, with his suite and numerous friends, came up on the noon train; and was “received” here with greater display than ever before vouchsafed to any New Hampshire official. The chief attraction being, of course, the invincible HORSE GUARDS, which were out in full.

“The Eastern Rail Road Corporation very courteously sent down to Portsmouth an elegant new car, just from the manufactory at South Boston, to convey the Governor on this occasion. It was pronounced on all hands the finest rail carriage ever seen in this region.

“The procession to escort the Governor from the cars to the State House, was one of the most brilliant and imposing ever seen.

“First came the Horse Guards, 130 mounted men, commanded by Lt. Col. Bellows, and accompanied by Hall’s celebrated band from Boston, twenty men in their new and beautiful uniforms, scarlet pants and grey coats, mounted on horses kindly loaned by the Boston Lancers, in the rich caparison of that troop.

“Governor Goodwin presented the Guard with a splendid standard, white satin, richly ornamented. General Abbott made an address in behalf of His Excellency.’ ”

—CHARLES PENROSE





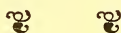
“In their issue of July 8th, 1882, *The Portsmouth Journal* wrote:

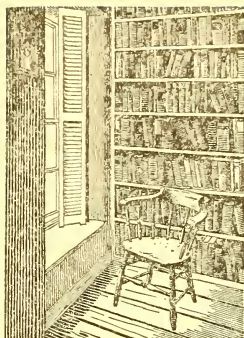
“ ‘Ichabod Goodwin’s last appearance before the public was on the evening of Memorial Day, May 30, 1882 in our Music Hall, at which the ex-Governor presided, and, as was his custom, gave the address. His remarks were particularly choice and delivered with unusual force.

“ ‘Always he yielded to frequent calls upon his time and services for the public weal, and in everything promotive of the prosperity of his Country, his State, and his City.

“ ‘He was a devoted member of the old Stone Church in Portsmouth.’ ”

—CHARLES PENROSE





THE PORTSMOUTH EVENING TIMES, *in issue of Saturday, July 8, 1882, reported:*

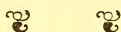
"Funeral services over the remains of the late Hon. Ichabod Goodwin were held in the Unitarian Church this noon. During the exercises the different places of business in the city were closed. The American flag displayed at half mast on the City Building, and a salute of 17 guns was fired from the U.S. Navy Yard in honor of the patriotic and venerable man. The Church was filled with relatives and friends: among those were ex-Gov. Prescott; ex-Gov. Smythe and wife; ex-Gov. Weston and wife; naval officers from the Navy Yard; the city government; officers of The First National Bank; and other prominent citizens. Services were conducted by The Rev.

James DeNomandie."





SO LONG AS *the swift tidal waters of Piscataqua pursue their ebb and flow, defining the confines of Maine and its neighbor New Hampshire—so long will live the traditions and heritage of those pioneers of Colonial days who went down to the Sea in ships, who tamed the forests, who tilled the soil, and who strove for the right. Ichabod Goodwin, native of Maine and leader in New Hampshire, lived up to these proud traditions and to this same heritage of the forebears. Never did he lack courage, nor initiative, nor vision. God-given inspiration to serve his fellow man had been bestowed upon him!*





THE NEWCOMEN SOCIETY *in North America*

MORE THAN 30 years ago, the late L. F. Loree (1858-1940) of New York, then dean of American railroad presidents, established a group now known as "American Newcomen" and interested in Material History, as distinguished from political history. Its objectives center in the beginnings, growth, development, contributions, and influence of Industry, Transportation, Communication, the Utilities, Mining, Agriculture, Banking, Finance, Economics, Insurance, Education, Invention, and the Law—these and correlated historical fields. In short, the background of those factors which have contributed or are contributing to the progress of Mankind.

The Newcomen Society in North America is a voluntary association, with headquarters in Uwchlan Township, Chester County, within the fox-hunting countryside of Eastern Pennsylvania and 32 miles West of the City of Philadelphia. Here also is located The Thomas Newcomen Library, a reference collection open for research and dealing with the subjects to which the Society devotes attention.

Meetings are held throughout the United States of America and across Canada at which Newcomen Addresses are presented by leaders in their respective fields. These manuscripts represent a broadest coverage of phases of Material History involved, both American and Canadian.

The approach in most cases has been a life-story of corporate organizations, interpreted through the ambitions, the successes and failures, and the ultimate achievements of those pioneers whose efforts laid the foundations of the particular enterprise.

The Society's name perpetuates the life and work of Thomas Newcomen (1663-1729), the British pioneer, whose valuable contributions in improvements to the newly invented Steam Engine brought him lasting fame in the field of the Mechanic Arts. The Newcomen Engines, whose period of use was from 1712 to 1775, paved a way for the Industrial Revolution. Newcomen's inventive genius preceded by more than 50 years the brilliant work in Steam by the world-famous James Watt.



Members of American Newcomen, when in Europe, are invited by the Dartmouth Newcomen Association to visit the home of Thomas Newcomen at Dartmouth in South Devonshire, England, where the festival of "Newcomen Day" is celebrated each year on the anniversary, August 16th, of his death.



*"The roads you travel so briskly
lead out of dim antiquity,
and you study the past chiefly because
of its bearing on the living present
and its promise for the future."*

—LIEUTENANT GENERAL JAMES G. HARBORD,
K.C.M.G., D.S.M., LL.D., U.S. ARMY (RET.)
(1866-1947)

*Late American Member of Council at London
The Newcomen Society of England*





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Connecticut
Libraries



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